

The

HUNTER



A THOROUGHbred BY SINGER MOTORS LIMITED



The

HUNTER

a r e a l t h o r o u g h b r e d

SINGER MOTORS LIMITED
BIRMINGHAM AND COVENTRY



Five or Six Seater Luxury Saloon

Built with classical care and thoroughness, the Hunter, a 1½ litre luxury car at a moderate price, has everything necessary to win the unqualified approval of the experienced motorist.

The pages that follow reveal the character of an unusually **complete** car. Nothing that adds to the comfort and peace of mind of driver and passengers has been overlooked. Everything that one expects in a first-class precision-built car is here, plus a host of important details, each small in itself, but all adding up to a significant total which lifts the Hunter high above normal motoring standards.

Single colour or Duo-tone Combinations



In outward appearance the Hunter combines the best elements of the traditional British frontal aspect with modern smooth-styled bodywork construction. Dignity, elegance and up-to-date lines are the result.

Note the twin matched fog lamps (part of the standard equipment) shown on the illustration above.

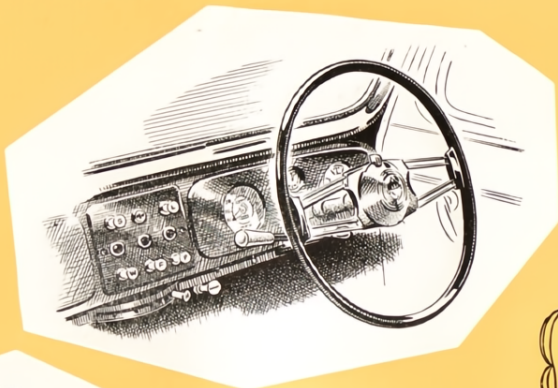


Two of the Duo-tone colour combinations are shown here. Details of these and other colour schemes available are listed on page 10.

These three-quarter front and rear views of the Hunter give excellent impressions of its delightful lines. It is a spacious car with first-class visibility from the driving seat. Full width doors allow easy entrance and exit. Note the small panel above the nearside rear wheel which covers the filler cap. This is locked by means of the ignition key. Hinged ventilating panels are fitted to front windows.

An important feature of the construction lies in the fact that the chassis and the all-steel bodywork are assembled as two separate units. Secondary bumper bars, integral with the chassis frame, are concealed by the body valances. The exterior beauty of the car is, in fact, well matched by the strength and rigidity of the basic construction which endows the Hunter with exceptionally good handling characteristics.





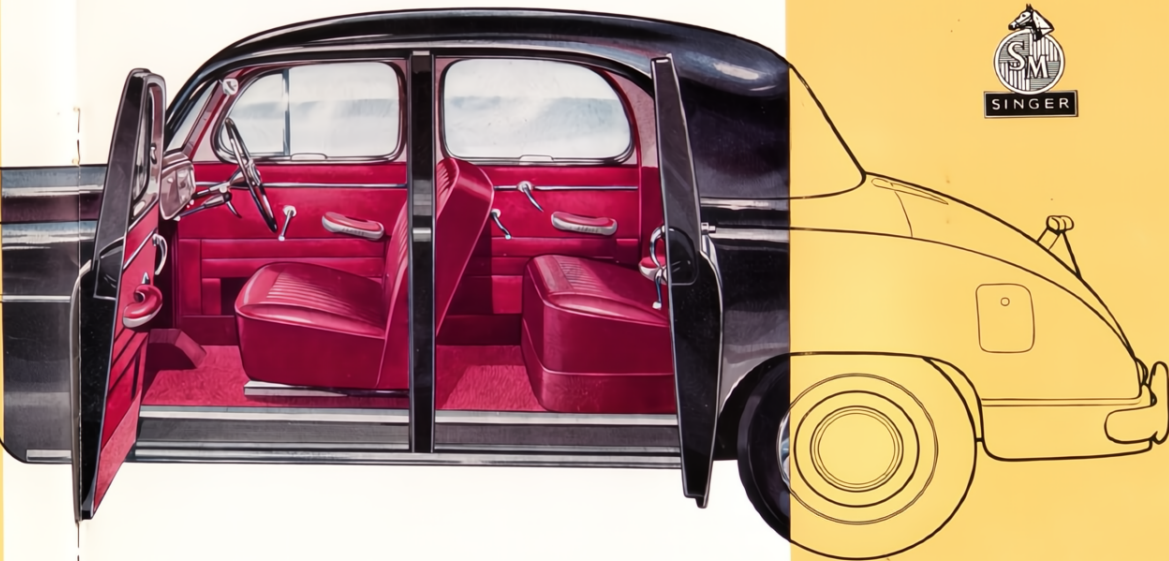
This illustration shows the grained finish facia and neatly designed instrument panel, with controls conveniently grouped for the driver. The air-conditioning unit, operated by a single control, is seen immediately below. Note the transparent speedometer needle which allows the trip indicator to be clearly read at all times.



For drivers who prefer it, a central change gear lever as shown above, is available to order.



Two hinged, tinted, transparent sun visors, shown on left, protect driver and passenger from the glare of sun by day and headlamps by night.



The open doors of the Hunter saloon show the spacious interior with generous leg-room, and suggest the ease of entry and exit to both front and rear compartments. Note special recessed pockets to front doors. Flat floors, thickly carpeted; fixed armrests on all doors and folding rests in the centre of front and rear seats; foam rubber cushioning; smart Vynide upholstery; all contribute to long journey luxury for the full complement of driver and four or five passengers.



THE ENGINE

The power unit of the Hunter is a 1½ litre 4-cylinder engine (73 mm. bore x 89.4 mm. stroke) which develops 48 b.h.p. at 4,200 r.p.m. The overhead camshaft is chain driven. The cylinder block and head, which are of chromium iron, are produced in our own factory. The engine has a 3-bearing counterweighted and dynamically balanced crankshaft and is fitted with a downdraught carburettor with air cleaner. There is a mechanical fuel pump and cooling is by fan and pump controlled by thermostat.

Transmission is through Borg and Beck Sin. dry plate clutch to a 4-speed gearbox with synchromesh on 2nd, 3rd and 4th gears. Gear change is by lever on steering column or in centre of front compartment, to choice.

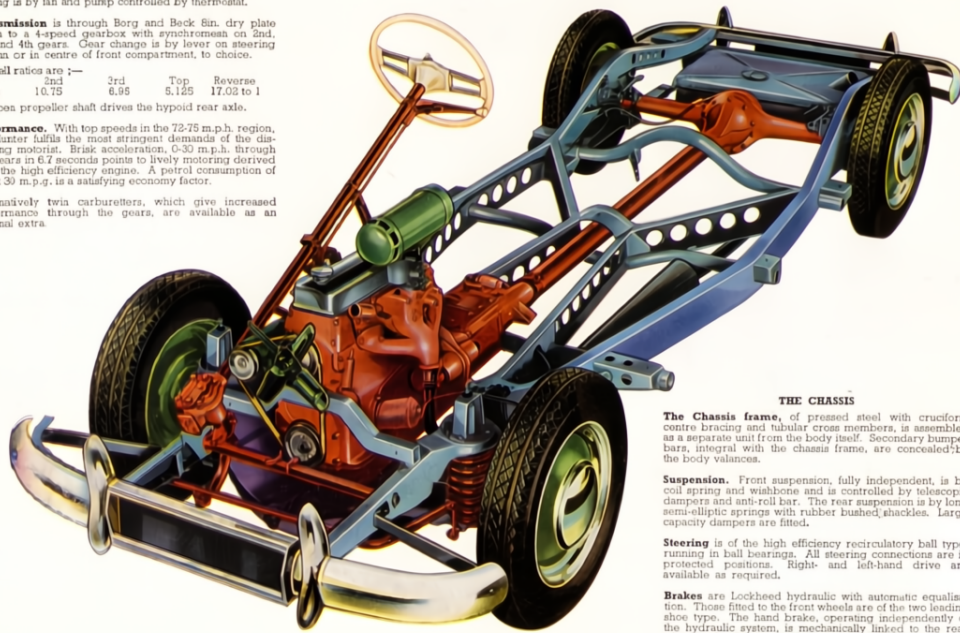
Overall ratios are :—

1st	2nd	3rd	Top	Reverse
17.02	10.75	6.95	5.125	17.02 to 1

An open propeller shaft drives the hypoid rear axle.

Performance. With top speeds in the 72-75 m.p.h. region, the Hunter fulfils the most stringent demands of the discerning motorist. Brisk acceleration, 0-30 m.p.h. through the gears in 6.7 seconds points to lively motoring derived from the high efficiency engine. A petrol consumption of about 39 m.p.g. is a satisfying economy factor.

Alternatively twin carburettors, which give increased performance through the gears, are available as an optional extra.



THE CHASSIS

The Chassis frame, of pressed steel with cruciform centre bracing and tubular cross members, is assembled as a separate unit from the body itself. Secondary bumper bars, integral with the chassis frame, are concealed by the body valances.

Suspension. Front suspension, fully independent, is by coil spring and wishbone and is controlled by telescopic dampers and anti-roll bar. The rear suspension is by long semi-elliptic springs with rubber bushed shackles. Large capacity dampers are fitted.

Steering is of the high efficiency recirculatory ball type, running in ball bearings. All steering connections are in protected positions. Right- and left-hand drive are available as required.

Brakes are Lockheed hydraulic with automatic equalisation. Those fitted to the front wheels are of the two leading shoe type. The hand brake, operating independently of the hydraulic system, is mechanically linked to the rear wheels only. The lever is located to the right of the steering wheel beneath the instrument panel.

Wheels and Tyres. The detachable wheels are of pressed steel and are fitted with low pressure tyres, 50.5 x 16 in. All four road wheels have nickel-chrome finish rim bellishers.



The Hunter is in every sense a complete car. Many important items, normally looked upon as extras only available at additional cost, are included in the Hunter's standard specification **and** in the basic price. Four of these are shown on the left.

Nickel-chrome finish rimblishers are fitted to all four road wheels with a most noticeable improvement in general appearance.

An inspection lamp is also part of the standard equipment. This is stored under the bonnet on the nearside of the bulkhead and operates from plug-in terminals situated in the moulding below the glove box. It is supplied complete with sufficient cable to reach comfortably to all parts of the car.

Twin matched fog lamps are fitted to every Hunter. More than an extra, fog lamps are a necessity when fog or snow bring visibility down.

The boot, with an exceptionally large capacity of more than 13 cubic feet, provides ample storage space, even for the family luggage at holiday time. Above this is a sliding fitted tool tray in which all necessary tools are handily arranged in fully accessible positions. Beneath the floor of the luggage compartment are stowed the spare wheel, starting handle and tripod jack.

Other equipment which goes to make the Hunter a delight to own includes the air-conditioning unit embodying heater, defroster and demister ; automatic screen washers ; two tinted transparent sun-vizors ; reversing lamp automatically operated by engaging reverse gear ; panelled storage recesses in both front doors ; flashing light direction indicators ; twin matched-tone horns ; all these are part and parcel of the Hunter, practical evidence of the care and thought which characterise its design.

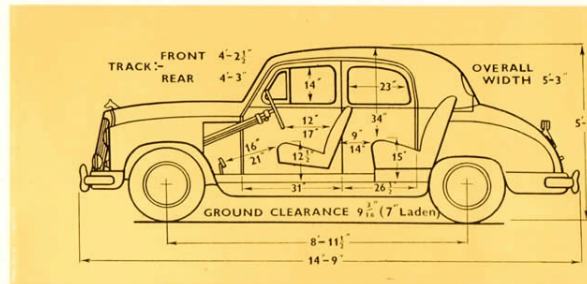
Coachwork Interior and equipment

Body. The Hunter is a four-door, four-light saloon of all steel construction. Deep-sprung bench type seats, upholstered with foam rubber cushions front and rear, provide seating for five or six people. All seats are located between the axles. The front seat is adjustable fore and aft by means of a central winder. There are folding armrests in the centre of front and rear seats, and fixed rests on all four doors. Upholstery is of Vynide and the head lining is of washable material.

Interior. The fascia panel contains a glove box with a lid which forms a tray when in the open position. Both front doors embody panelled storage recesses. Twin tinted sun vizors are fitted above the windscreen. Both front windows have adjustable ventilating panels. The fascia board and window surrounds are of grained finish and ashtrays are provided in front and rear compartments.

Equipment. The instrument panel houses speedometer, oil pressure gauge, petrol gauge, ammeter and clock. An air-conditioning unit is fitted immediately below the panel. Twin windscreen wipers, automatic screen washers, flashing light direction indicators and twin matched tone horns complete the equipment.

Lighting System. Lighting arrangements consist of double dipping headlamps with foot dipper control and main beam warning light on the instrument panel; side lamps; twin stop and tail lamps; automatic reversing lamp; twin fog lamps and interior roof light. It is a 12-volt system operated from an automatic voltage controlled dynamo and 51 amp-hour battery located beneath the bonnet in an easily accessible position on the offside.



PRINCIPAL DIMENSIONS

Overall length	14ft. 9in.
Overall width	5ft. 3in.
Overall height	5ft. 4in.
Ground clearance	7in.
Wheelbase	8ft. 11in.
Track	4ft. 3in.
Turning circle	33ft.
Weight unladen	23½ cwt.
Petrol tank capacity	10 gal.

COLOUR FINISHES

Standard		Upholstery and Carpets	
Body			
Silver Gunmetal		Dark Red	
Coronation Blue		Blue	
British Green		Brown	
Black		Dark Red	

Duo-tone at extra cost

Lower Panels	Upper Panels	Upholstery	Carpets
Silver Gunmetal	Black	Dark Red	Dark Red
Silver Gunmetal	Coronation Blue	Blue	Blue
Silver Gunmetal	British Green	Brown	Brown

Optional Extra Equipment Twin Carburettor Engine. Central Change Gear Lever. Loose Seat Covers. Leather Upholstery.

Conditions of Sale and Warranty

All new cars and chassis and parts thereof manufactured by SINGER MOTORS LIMITED (hereinafter referred to as "the Company") are sold subject to but with the benefit of the Conditions of Sale hereinafter set forth, and this is so whether the sale is (a) by the Company to a Distributor, Dealer or Retail Dealer, or (b) by the Company direct to the user, or (c) by Distributor or Dealer to a Trader, or (d) by a Distributor, Dealer, Retail Dealer or Trader, to the user:—

1. Guarantee. The Company's Guarantee, a copy of which may be obtained on application, shall be deemed to be incorporated in these conditions; to the intent, in the case of a sale by a Distributor, Dealer, Retail Dealer or Trader that he shall pass on the benefit of the Guarantee to his purchaser, who shall be subject to its obligations; but such transfer of the benefit of the Guarantee shall not create any privity of contract between the Company and such purchaser; and every Distributor, Dealer, Retail Dealer and Trader contracts as a principal and not as an agent, and has no authority to give any warranty or make any representation or otherwise act on behalf of the Company.

2. Price and Payment. Prices quoted are for delivery at the Company's Works at Birmingham, net cash on delivery. Freightage therefrom to the depot of a Distributor, Dealer, Retail Dealer or Trader is extra.

3. Delivery. Neither the Company nor any Distributor, Dealer, Retail Dealer or Trader shall be liable for any delay in delivery on the part of the Company (whatever the cause of such delay), nor for any damage caused thereby.

4. Alterations in Price and Conditions. The Company's prices and Conditions of Sale may be altered at any time without notice, and all cars and chassis and parts thereof are sold subject to the prices and Conditions of Sale ruling at the time of delivery. In the event of increase of price, however, a purchaser may in writing cancel his order within seven days of receiving notice of the increase.

5. Alterations in Specification. The Company's specifications may be altered at any time without notice; and in such event the seller may cancel any order, or goods conforming to the altered specification may be delivered in fulfilment of such order unless, in the case of substantial alterations, the purchaser in writing cancels that order within seven days of receiving notice of the intention to deliver in conformity with the altered specification.

6. Spare Parts. When ordering spare parts, it is essential that the identification number thereof, as shown in the Company's Spare Parts List, should be given, as well as the chassis and engine number of the car for which they are required.

7. Distributors and Dealers. (a) Every Distributor, Dealer, Retail Dealer and Trader shall incorporate these Conditions in any contract it makes with a purchaser, either by reference or by setting them out in extenso in the order form. Where such incorporation is by reference only, the Distributor, Dealer, Retail Dealer or Trader shall see that a copy of the Conditions is handed to such purchaser prior to the completion of the contract, and that such purchaser's attention is specifically drawn to them. (b) If any purchaser from a Distributor, Dealer, Retail Dealer or Trader shall commit a breach of these Conditions, the Distributor, Dealer, Retail Dealer or Trader shall, on being required by the Company or his Vendor so to do, take such steps as the Company may think fit, whether by instituting legal proceedings or otherwise, in order to enforce these Conditions.

8. Exhibitions and Competitions. No car or chassis or part thereof shall be exhibited at any exhibition or show or permitted to take part in any competition unless the same is held or approved by the Society of Motor Manufacturers and Traders Limited. Anyone who commits or allows a breach of these Conditions renders himself liable to pay damages not exceeding £250.

9. General. (a) The Company may allocate any order placed direct with it to its authorised Distributor or Dealer in the appropriate territory. (b) These Conditions and any contract to which these Conditions apply shall be construed according to English Law.

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